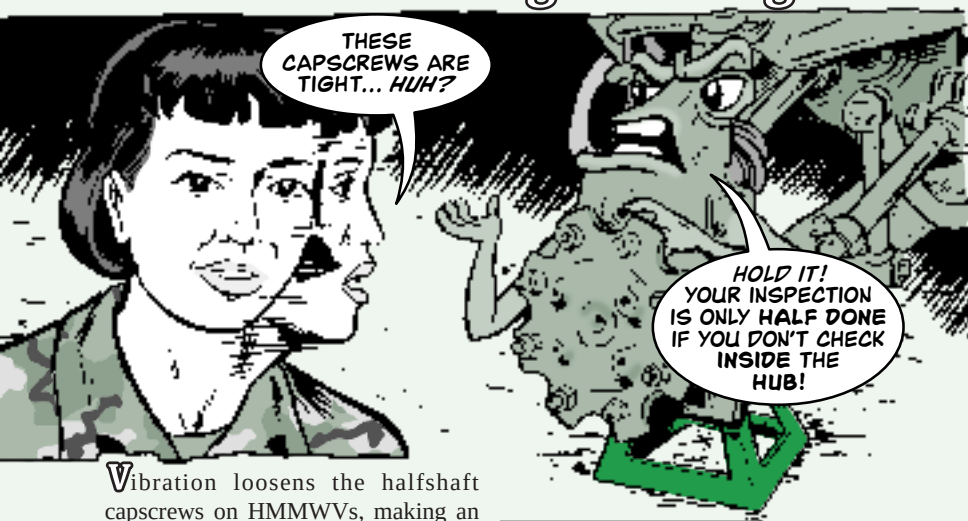
Halfshaft Retaining Screw Tight?



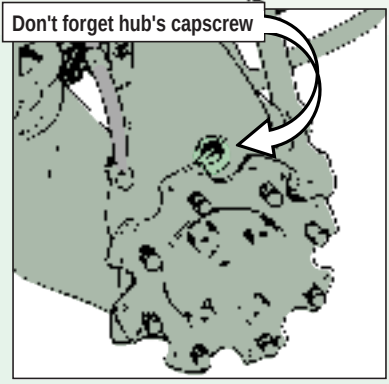
Vibration loosens the halfshaft capscrews on HMMWVs, making an occasional tightness inspection in your own best interest.

Make sure that you check **all** hardware holding the halfshafts in place, but especially the retaining capscrew **inside** each geared hub.

It's relatively easy to see if the capscrews at the differential end of the shaft are loose. Look for shiny spots around the screws.

If you see a loose screw, replace both the lock washer and the screw. Remember to dip the screw in sealing compound, NSN 8030-01-171-7628, before installing it. That'll help keep the screw tight. Then torque it to 48 lb-ft.

It's not so easy to check the capscrew in the hub. You must remove an access plug to get to the screw, then you must use a torque wrench to tell if the screw is loose.



If the screw shows 37 lb-ft torque, it's tight. If the screw shows less, get rid of it and the lock washer. Install a new lock washer and screw, remembering to dip the screw in sealing compound. Torque the screw to 37 lb-ft.

Check both ends of the halfshaft for tightness at every 6-month service.